

114TH CONGRESS
1ST SESSION

H. R. 3825

To improve transportation safety, efficiency, and system performance through innovative technology deployment and operations.

IN THE HOUSE OF REPRESENTATIVES

OCTOBER 23, 2015

Mr. TAKANO introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To improve transportation safety, efficiency, and system performance through innovative technology deployment and operations.

1 *Be it enacted by the Senate and House of Representa-
2 tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Intelligent Tech-
5 nologies Initiative Act of 2015”.

6 **SEC. 2. DEFINITIONS.**

7 In this Act, the following definitions apply:

8 (1) ELIGIBLE ENTITY.—The term “eligible enti-
9 ty” means a State or local government, including a
10 territory of the United States, tribal government,

1 transit agency, port authority, metropolitan planning
2 organization, or other political subdivision of a State
3 or local government or a multi-State or multi-juris-
4 dictional group applying through a single lead appli-
5 cant.

6 (2) ITS.—The term “ITS” means intelligent
7 transportation systems.

8 (3) MULTI-JURISDICTIONAL GROUP.—The term
9 “multi-jurisdictional group” means a combination of
10 State governments, locals governments, metropolitan
11 planning agencies, transit agencies, or other political
12 subdivisions of a State that have signed a written
13 agreement to implement the Intelligent Technology
14 Initiative across jurisdictional boundaries. Each
15 member of the group, including the lead applicant,
16 must be an eligible entity to receive a grant under
17 this Act.

18 (4) SECRETARY.—The term “Secretary” means
19 the Secretary of Transportation.

20 **SEC. 3. INTELLIGENT TECHNOLOGY INITIATIVE.**

21 (a) ESTABLISHMENT OF PROGRAM.—Not later than
22 6 months after the date of enactment of this Act, the Sec-
23 retary shall establish an Intelligent Technology Initiative
24 to provide grants to eligible entities to establish deploy-
25 ment sites for large scale installation and operation of ITS

1 to improve safety, efficiency, system performance, and re-
2 turn on investment. The Secretary shall develop criteria
3 for selection of an eligible entity to receive a grant, includ-
4 ing how the deployment of technology will enable the re-
5 cipient—

6 (1) to reduce costs and improve return on in-
7 vestments, including through the enhanced utiliza-
8 tion of existing transportation capacity;

9 (2) to deliver environmental benefits and reduce
10 energy consumption by alleviating congestion and
11 streamlining traffic flow;

12 (3) to measure and improve the operational per-
13 formance of its transportation network;

14 (4) to reduce the number and severity of traffic
15 collisions and increase driver, passenger, and pedes-
16 trian safety;

17 (5) to collect, disseminate, and utilize real-time
18 traffic, transit, parking, and other transportation-re-
19 lated information to improve mobility, reduce con-
20 gestion, and provide for more efficient and accessible
21 transportation alternatives;

22 (6) to monitor transportation assets to improve
23 infrastructure management, reduce maintenance
24 costs, prioritize investment decisions, and ensure a
25 state of good repair; and

1 (7) to deliver economic benefits by reducing
2 delays, improving system performance, and providing
3 for the efficient and reliable movement of goods and
4 services.

5 (b) REQUEST FOR APPLICATIONS.—Not later than 6
6 months after the date of enactment of this Act, the Sec-
7 retary shall request applications in accordance with sec-
8 tion 4 for participation in the Intelligent Technology Ini-
9 tiative.

10 SEC. 4. GRANT PROGRAM.

11 (a) GRANT APPLICATION.—To be considered for a
12 grant under this Act, an eligible entity shall submit an
13 application to the Secretary that includes the following:

19 (A) real-time integrated traffic, transit,
20 and multimodal transportation information;

(B) advanced traffic, freight, parking, and incident management systems;

(C) collision avoidance systems:

24 (D) advanced technologies to improve trans-
25 sit and commercial vehicle operations;

(E) synchronized, adaptive, and transit preferential traffic signals;

(F) advanced infrastructure condition assessment technologies; and

(G) other technologies to improve system operations, including ITS applications necessary for multimodal systems integration and for achieving performance goals.

1 (5) LEVERAGING.—A plan to leverage and optimize existing local and regional ITS investments.

3 (6) INTEROPERABILITY.—A plan to ensure interoperability of deployed technologies with other tolling, traffic management, and intelligent transportation systems.

7 (b) GRANT SELECTION.—

8 (1) GRANT AWARDS.—Not later than 1 year after the date of enactment of this Act, the Secretary shall award a grant to not more than 6 eligible entities with funds available for up to 5 fiscal years.

13 (2) GEOGRAPHIC DIVERSITY.—In awarding a grant under this section, the Secretary shall ensure, to the extent practicable, that grant recipients represent diverse geographic areas of the United States, including urban, suburban, and rural areas.

18 **SEC. 5. USES OF FUNDS.**

19 A grant recipient may use funds authorized in this Act to deploy, operate, and maintain ITS and ITS-enabled operational strategies, including—

22 (1) advanced traveler information systems;

23 (2) advanced transportation management technologies;

(3) infrastructure maintenance, monitoring, and condition assessment;

3 (4) advanced public transportation systems;

(5) transportation system performance data collection, analysis, and dissemination systems;

(6) advanced safety systems, including vehicle-to-vehicle and vehicle-to-infrastructure communications and other collision avoidance technologies;

(7) integration of intelligent transportation systems with the Smart Grid and other energy distribution and charging systems;

12 (8) electronic pricing and tolling systems; and

17 SEC. 6. REPORTS.

18 (a) REPORT TO SECRETARY.—Not later than 1 year
19 after an eligible entity receives a grant award under this
20 Act and each year thereafter, each grant recipient shall
21 submit a report to the Secretary that describes—

(1) deployment and operational cost compared to the benefits and savings from the pilot program and compared to other alternative approaches; and

11 (C) the effectiveness of providing real-time
12 integrated traffic, transit, and multimodal
13 transportation information to the public to
14 make informed travel decisions; and

15 (D) lessons learned and recommendations
16 for future deployment strategies to optimize
17 transportation efficiency and multimodal system
18 performance.

19 (b) REPORT TO CONGRESS.—Not later than 2 years
20 after grants have been allocated and each year thereafter,
21 the Secretary shall submit a report to Congress that de-
22 scribes the effectiveness of grant recipients in meeting
23 their projected deployment plan, including data on how the
24 program has—

(1) reduced traffic-related fatalities and injuries;

(2) reduced traffic congestion and improved travel time reliability;

5 (3) reduced transportation-related emissions;

(4) optimized multimodal system performance;

(5) improved access to transportation alter-
natives;

9 (6) provided the public with access to real-time
10 integrated traffic, transit, and multimodal transpor-
11 tation information to make informed travel deci-
12 sions;

(7) provided cost savings to transportation agencies, businesses, and the traveling public; and

15 (8) provided other benefits to transportation
16 users and the general public.

17 (c) ADDITIONAL GRANTS.—If the Secretary deter-
18 mines from a grant recipient's reports that the recipient
19 is not carrying out the requirements of the grant, the Sec-
20 retary may cease to provide any additional grant funds
21 to the recipient. The Secretary shall have the authority
22 to redistribute remaining funds to select additional eligible
23 entities for a program under this Act.

24 SEC. 7. AUTHORIZATION OF APPROPRIATIONS.

25 (a) FUNDING.—

1 (1) IN GENERAL.—There are authorized to be
2 appropriated out of the Highway Trust Fund to
3 carry out this Act—

- 4 (A) \$200,000,000 for fiscal year 2015;
5 (B) \$200,000,000 for fiscal year 2016;
6 (C) \$200,000,000 for fiscal year 2017;
7 (D) \$200,000,000 for fiscal year 2018;
8 (E) \$200,000,000 for fiscal year 2019; and
9 (F) \$200,000,000 for fiscal year 2020.

10 (2) CONTRACT AUTHORITY.—Funds authorized
11 under this subsection shall be available for obligation
12 in the same manner as if the funds were apportioned
13 under chapter 1 of title 23, United States Code, ex-
14 cept that such funds shall not be transferable, the
15 obligation limitations shall not apply to such funds,
16 and shall remain available until expended.

17 (b) GRANT LIMITATION.—The Secretary may not
18 award more than 25 percent of the amount appropriated
19 under this Act to a single grant recipient.

20 (c) EXPENSES FOR GRANT RECIPIENTS.—A grant
21 recipient under this Act may use not more than 5 percent
22 of the grant award each fiscal year to carry out planning
23 and reporting requirements.

24 (d) EXPENSES FOR SECRETARY.—Before awarding
25 grant funds under this Act, the Secretary may set aside

- 1 \$3,000,000 each fiscal year for program reporting, evalua-
- 2 tion, and administrative costs.

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